gon and Washington.

After further debate, and pending the question on the latter amendment, the House adjourned.

MINORIAL AND PRITTION By Mr. FLORENCE: The memorial of Mrs. Phobe Ann. Shockledow of Nehemiah Shockley, practing Congress to grant her a pen for services of her hundand in the Florida war: referred to Co. Bless on Invalid Studies.

on to server and Punions.

In Mr. 2MTH, of Idinois. The petition of Gilbert Cooper, of Madien county, Ill., praying an increase of his pension.

CALIFORNIA MAIL CONTRACTS.

REMARKS OF MR. GWIN IN THE SENATE,

JANUARY 4, 1859.

Mr. Passin-xr: I ask the indulgence of the Senate or a few moments to explain the provisions of this bill efore I move its reference to the Committee on the Post office and Post Roads.

The contracts for carrying the mails to the Pacific coas

The contracts for carrying the mails to the Pacinic coase-expire on the 1st of October next. I propose in this bill to make provision for the transportation of the mails to the States on the Pacific, on four different ocean routes— to wit: Panama, Nicaragua, Tehuantepec, and Vera

The first and second sections of the bill authorize the

veyed semi-monthly from New Orleans, via Tehuantepec, to Acapulco at a cost of \$226,000—making the amount now paid annually on the two routes upwards of a mil-lion of dollars. By the provisions of this bill it is pro-

posed to carry these mails monthly over each of the four routes at about the same rates that we have heretofore paid for semi-monthly service on one route, and for a quarter of a million dollars less than is now paid on two

arrying our mails semi-monthly. One-tenth of that sun

by the overland mail routes will be so perfected, with such progress as I hope will be made in the Pacific rail-road, and we will certainly then have various telegraph

They are also important emigrant routes, and will thus increase the population of the Pacific States, and break up the monopoly of one route that has for years been such

ast cause of complaint.

The consolidating the passengers from Acapulco north

and San Francisco south to that point would not endanger their health. Nearly the whole distance is cool and pleasant. The danger on all the routes is south of Acapulco, and through this region this bill wisely distributes them between four lines of steamers, instead of confining them to two; and those to New Orleans do not enter these counterful regions to deletrious to health, and where

equatorial regions, so deleterious to health, and where most of the fatal diseases among passengers have pre-vailed on the transit over the isthmus routes to and from

I move that this bill referred to the Committee on the

SUPREME COURT OF THE UNITED

STATES.

TUESDAY, JANUARY 4, 1859.

rict of Wisconsin. Mr. Justice Clifford delivered th

pointon of the court, affirming the decree of the said dis-

No. 105. Edward M. Livermore et al., appellants, es.

ing the decree of the said circuit court in this cau

No. 34. Reuben Middleton, plaintiff in error, es. Wn

McGrew. This cause was submitted to the considera-tion of the court on the record and printed argument by

in Ballinger for the defendant in error.

No. 35. The United States, appellants, vs. John Autter. The argument of this cause was commenced by

COURT OF CLAIMS.

JANUARY 4, 1859

Robert Graham es. The United States. This case being called for re-argument, Robt. St. Clair Graham, esq., of Kansas, opened the argument for the petitioner, and, without concluding, the court adjourned until to morrow,

STRANGE DEATH SHOT .- The Paris correspondent of the

Mr. Hull for the appellants.

Adjourned until to morrow, 11 o'clock.

Post Office and Post Roads, and that it be printed

California.

of war, with full steam power, to combine the heaviest armament and greatest possible speed compatible with their tonnage.]

Mr. M. also, from the same committee, to which were

Mr. M. also, from the same committee, to which were referred the several memorials of certain officers of the snavy in relation to their pay, reported a hill to increase the pay of the officers of the navy.

[This bill gives to the officers of each grade on the sective list' the pay of 1835, the present pay; and in addition, to captains and commanders one per cent. for each full year of service in the navy; to lieutemants, masters, and passed midshipmen, the per cent for each full year of service; to surgeons, passed assistant and assistant surgeons, pursers, and engineers, theory-five per cent, on their present pay; to professors of mathematics same pay as professors at the Military Academy; to boatswains, gunners, carpenters, and sailmakers, in lieu of the two per cent under the act of 1854, five per cent, for each full year of sea service.]

RESOLUTIONS. On motion by Mr. JOHNSON, of Tennessee

Resolved, That so much of the report of the Secretary of the Into or as relates to the compensation of the United States district attorys, marshals, and clerks of the courts be referred to the Commis on the Judiciary, and that said committee report by bill or other

On motion by Mr. SLIDELL,

Resolved, That the President be requested to communicate, if in his-opinion not incompatible with the public interest, any correspondence, with the government of Peru or its agents on the subject of trade in quant, and all information which may tend to explain the manner in which said trade is regulated, and whother such regulations have not the effect untuly to enhance the price of guant to the consumer, or to deprive vessels navigating under the flag of the United States of the

Mr. SEWARD gave notice that he would introduce a bill to refund to the State of New York moneys expend-ed by that State in constructing and repairing the har-bor at Buffalo, on Lake Erie, at the western termination

The following bills were introduced and referred to ap

propriate committees;
By Mr. GWIN: A bill concerning the transportation
of the mails between the Pacific and Atlantic coasts.
Also, a bill for the relief of Isaac S. K. Ogier, judge of
the United States district court for the southern district of California.

Also, a joint resolution authorizing the settlement o

Also, a joint resolution authorizing the settlement of he accounts of Roderick McKee.

By Mr. FOOT: A joint resolution explanatory of an et approved 3d March, 1855, entitled "An act granting county land to certain officers and soldiers who have seen engaged in the military service of the United

By Mr. FOSTER: A joint resolution giving construc-ion to the act entitled "An act to continue half-pay to certain widows and orphans," approved 3d Feb

JOHNSON, of Tennessee, submitted the following

Mr. J. carnestly advocated the adoption of this reso-ution, stating that the expenditures of the government and increased 2,800 per cent. above the population; and I things should continue to go on at that rate, we would cfore long become bankrupt.

Mr. HUNTER had no objection to the object which the enator from Tennessee had in view, but he thought the committee on Finance had not time to make such a radi-al change in the expenditures of the government as this weeping reform looked to. It would be better to call a the various executive departments to noint out where e various executive departments to point out where my could be applied, or devolve the duty upon a

A long discussion ensued, in which Messrs. FESSEN-EN, BIGLER, TOOMBS, SHIELDS, SEWARD, DA-IS, COLLAMER, MASON, STUART, and others par-

Mr. STUART moved to amend by inserting after the

Mr. HUNTER moved to amend by striking out the words "the Committee on Finance," and inserting, "a select committee to consist of seven members." Without taking the question on this amendment the Senate went into executive session, and, after some " ne spent therein, adjourned.

HOUSE OF REPRESENTATIVES.

The House came to order at 12 o'clock, m., in pur-uance of adjournment. The journal of December 23d ras read and approved.

The attendance of members being thin.

was read and approved.

The stendance of members being thin,
Mr. JONES, of Tennessee, moved that there be a call
of the House; which motion was agreed to—yeas 50,

ays 37.

The roll was accordingly called, when one hundred

I twenty-two members answered to their names

orum having appeared, tion of Mr. MORRIS, of Illinois, all further pro-under the call were dispensed with.

EXECUTIVE COMMUNICATIONS.

The SPEAKER laid before the House a communication from the Secretary of the Interior, in response to a resolution of the House calling for a statement of amounts

which was referred to the Committee on Indian Affairs and ordered to be printed.

Also, a communication from the Secretary of the Interior, in reply to a resolution of December 23d, relative to the expense of taking the seventh census of the United States; which was referred to the Committee of Ways and Means and ordered to be printed.

Jo, a communication from the Secretary of the Navy, transmitting a statement of contracts made under cognizance of the Bureau of Yards and Docks of the Navy December of the to year 1838, which was laid on the

Department for the year 1858; which was laid on the table and ordered to be printed.

Also, a communication from the Secretary of the Treas transmitting statements, prepared by the Register of Treasury, exhibiting the receipts and expenditures of United States for the fiscal year ending June 30, 3; which was laid on the table and ordered to be

Also, a report from the Secretary of the Treasury, cov

Also, a report from the Secretary of the Treasury, covering statements of payments for the discharge of miscellaneous claims not otherwise provided for during the year ending June 30, 1858; which was laid on the table and ordered to be printed.

Also, a message from the President of the United States, transmitting a copy of a letter of the 8th of April last, from the Minister of the United States in China, and of the decree and regulation which accompanied it, for such revision thereof as Congress may deem expedient, pursuant to the sixth section of the act approved Angust 11, 1848; which was referred to the Committee gust 11, 1848; which was referred to the Con the Judiciary and ordered to be printed.

MISCELLANEOUS BUSINESS.

On motion of Mr. BERNHISEL, of Utah, the following

Resolved. That the Committee on Territories be instructed to the the expediency of providing for the completion of the tappid of Cab; and that said committee report by bill or other

Mr. JOHN COCHRANE, of New York, presented the memorial of the canal board and of the canal commis-sioners of the State of New York asking for appropria-tions for lake harbors connected with the canals of New York; which was referred to the Committee on Com-

On motion of Mr. FAULKNER, of Virginia, the fol-

resolution was adopted: fowing resolution was adopted. Resched, That the communication of John B. Floyd, Secretary of War, and accon., unying papers, inviting the attention of Congress the claim of the Methotsta Massionary society for land held by that at the Dailes, in Washington Territory, and which land has been take for military purposes, he referred to the Committee on Miliary Albira, for such relief as may be demued just and proper.

Mr. DAVIS, of Massachusetts, on leave, introduced a bill for the benefit of the beneficiaries of the naval asy uns; which was read twice and referred to the Com-ittee on Naval Affairs.

On motion of Mr. SHERMAN, of Ohio, the following resolution was adopted :

Resolved, That the Secretary of the Navy is requested to report to the Manager of the Navy is requested to report to the Manager of the Navy is requested to report to the Manager of the Navy is requested to the many and marine type, designating the number on the active and reserved list, on sea use, on there or other duty, and waiting orders.

2. The number of seamon, marines, and other employees under longer of the Navy Department.

3. The number of vessels of the navy, designating the number and

Mr. LETCHER, of Virginia, offered the following reso-

municate to this House a statement showing the expenses of the United States Supreme Court, in comparative detail, for the years 1804, 1805, 1850, 1857, and 1858.

Mr. JONES, of Tennessee, wished the gentleman to include a call upon that department for information as to the authority upon which the agri-ultural convention, now holding meetings in the Patent Office, had assembled and were to be paid out of the treasury of the United

Mr. LETCHER would like to oblige his friend, but did of think that his proposition had any connexion with

Mr. WINSLOW, of North Carolina, asked leave to sub-it a report from the select committee on the revisal of e rules, and that a day be assigned for its consideration.

After a brief discussion,
Mr. RITCHIE, of Pennsylvania, objected on the ground that there was so little time left for the consideration of that subject that the next Congress had better be left to

REPORTS FROM COMMITTEES

In further execution of the order of Thursday, the 23d of December last, the committees were called for re-

ports, with the following result:
Mr. MAYNARD, of Tennessee, from the Committee on Claims, reported back Senate bill for the relief of Mills Judson, surety on the official bond of the late Purser An-

drew D. Crosby; and it was committed.

Mr. MOORE, of Alabama, from the same committee, reported back a bill for the relief of William Hazzard Wigg; and it was committee.

Also, from the same committee, reported back a bill for the relief of Captain John B. Montgomery; and it was committee.

committed.

Also, from the same committee, reported back the bill for the relief of George W. Flood; and it was com-

mitted.

Mr. GOODWIN, of New York, from the same committee, reported back the bill for the relief of Samuei H. Taylor; and it was committed.

Mr. JACKSON, of Georgia, from the same committee, reported back the bill for the relief of Wm, Money; and

was committed.
Mr. JOHN COCHRANE, of New York, from the same

committee, reported back Senate bill for the relief of Jeremiah Moers; and it was committee.

Also, from the same committee. Senate bill for the relief of Teneh TE_{grman}; and it was committee.

Mr. CO_{MINS}, of Massachusetts, from the Committee on Commerce, reported a bill making appropriations for the survey of the harbor of Boston, Massachusetts; and it was committee!

it was committed.

Mr. WASHBURNE, of Illinois, from the same commit-

Also, from the same committee, reported back Senate bill making appropriations for the preservation and repair of the piers at the mouth of Milwaukie river, Wisconsin; and it was committed.

Also, from the same committee, reported back Senate bill making appropriations for repairing and securing the works at the harbor of Chicago, Ill.; and it was committed.

mitted.

Mr. DAVIS, of Indiana, from the Committee on Pub-lic Lands, reported back Senate bill to authorize the Sec-retary of the Interior to issue a land warrant to Russell Fitch, of Ohio; and it was committed.

Fitch, of Ohio; and it was committed.

Also, from the same committee, reported back the bill for the relief of David Moors, father and heir-at-law of Timothy Moors, deceased; and it was committed.

Also, from the same committee, Senate bill to authorize the Secretary of the Interior to issue a land warrant to Benjamin Ward; and it was committed.

Mr. COBB. of Alabama, from the same committee. Fight years ago Congress authorized the monthly service from Panama to Astoria to be changed to semi-monthly, to correspond with the service on this side of the istnus, provided it could be done at one-fourth less than the then contract price, and the contractors promptly accepted those terms. The government now pays the Panama railroad (less than fifty miles in length) \$100,000 for carrying our mails semi-monthly. One tenth of that sum

Mr. COBB, of Alabama, from the same committee, re-corted a bill for the relief of William Packwood; and it as committed.

Mr. COX, of Ohio, from the Committee on Revolutio

ary Claims, reported back the bill for the relief of Maryett Van Buskirk; and it was committed.

Mr. GREENWOOD, of Arkansas, from the Committee n Indian Affairs, reported back Senate bill for the relie

Willis A. Gorman; and it was committed. Also, from the same committee, reported back Senate bill for the relief of George Stealy; and it was committed.

Mr. FAULKNER, of Virginia, from the Committee Mr. FAULKNER, of Virginia, from the Committee on Military Affairs, reported back Senate bill to provide for the payment of the claims of the State of Maine for ex-penses incurred by that State in organizing a regiment of volunteers for the Mexican war; and it was com-

Also, from the same committee, reported back Senate resolution for the payment of an expended balance to the State of Georgia for militia services; and it was com-

Also, from the same committee, reported back Senate bill for the relief of the heirs or legal representatives of Jean Hudry; and it was committed. Also, from the same committee, Senate bill further ex-

planatory of an act approved August 18, 1856, entitled "An act for the relief of Adam D. Stewart and of Alex-ander Randall, executor of Daniel Randall;" and it was Mr. BUFFINTON, of Massachusetts, from the sam

Mr. BUFFINION, of Massachusetts, from the same committee, reported back the bill for the relief of the firm of Alden & Williams; and it was committed. Mr. MARSHALL, of Illinois, from the Committee on Claims, reported back Senate bill for the relief of Aaron H. Palmer; and it was committed. Also, from the same committee, reported back Senate bill for the relief of Jane J. Wingerd; and it was com-

mitted.

Also, from the same committee, Senate bill for the relief of Miles Devine; and it was committed.

Also, from the same committee, reported back Senate bill for the relief of the heirs-at-law of the late Abigail Nason, sister and devisee of John Lord, deceased;

and it was committed.

Mr. JEWETT, of Kentucky, from the Committee on Also, from the same committee on the Also, from the Committee on Invalid Pensions, reported a bill granting an invalid pension to Joseph McReynolds; and it was committed.

Also, from the same committee, reported a bill granting an invalid pension to Andulotia Pier; and it was committed.

mmitted.
Mr. ANDERSON, of Missouri, from the same tee, reported a bill granting a pension to Sarah Black-

well; and it was committed.

Also, from the same committee, reported a bill granting an invalid pension to Michael Hanson; and it was ommitted.

Also, from the same committee, reported a bill grantng an invalid pension to Anselma Clarkson, of Missouri

and it was committed. d it was committed.

Also, from the same committee, reported a bill in-

casing the invalid pension of Wm. T. Broaddus, of irginia; and it was committed.

Mr. FLORENCE, of Pennsylvania, from the same com-

ittee, reported the bill granting a pension to Mary J.

Maddox; and it was committed.

Also, from the same committee, reported the bill ranting an invalid pension to Henry F.

Also, from the same committee, reported the bill in-creasing the invalid pension of John O'Leary; and it was Also, from the same committee, reported a bill grant-

Ang, from the same committee, proposed a pension to Gregory Patti; and it was committee.

Mr. CASE, of Indiana, from the same committee, reorted back Senate bill for the relief of Ebenezer Ricker; cause with costs.

Mr. BRAYTON, of Rhode Island, from the Committee Stephen Waterman et al. Appeal from the circuit court United States for the southern district of New York. Mr. Justice Wayne delivered the opinion of the court. af-

an. Bharron, of knode island, from the Committee on Patenta, reported back Senate bill for the relief of M. C. Gritzner; and it was committed.

A large number of adverse reports were also made, the committees discharged from the further consideration of the subjects, and the bills laid on the table and ordered

On motion of Mr. PHELPS, of Missouri, the House then went into Committee of the Whole on the state of the Union, (Mr. Bocock, of Virginia, in the chair,) and resumed the consideration of the President's annual mes-sage—the question being on the resolution referring por-tions of it to the different committees.

tions of it to the different committees.

On motion of Mr. PHELPS, the message was laid aside, and the House took up the bill making appropriations for the current and contingent expenses of the Indian department, and for fulfilling treaty stipulations with various Indian tribes, for the year ending June 30, 1860. The first reading of the bill was dispensed with, and then it was reported by sections for amendment.

Mr. PHELPS explained that the estimates submitted the testing of the Intrice, which embraced approach the sections of the Intrice.

by the Secretary of the Interior, which embraced appro-priations for the salaries of superintendents, Indian agents, for fulfilling treaty stipulations with various In-STRANGE DRATH SHOT.—The Paris correspondent of the Philadelphia North American, in his letter of December 2, notes the shocking fate of the gallant Gen. Ardant, who, after commanding the artillery through the Crimean war, has just met his death by a singular accident at Vincennes. In company with Manshal Vaillant, the Minister of War, and a large number of general officers, he was watching the effects of the explosion of bombs from a block-house erected for that purpose. A very small opening of less than an inch wide was left for the purpose of observation, and the officers took their places at this alternately. Scarcely had Gen. Ardant placed himself before it when a bomb exploded, and a fragment, passing through the aperture, struck him on the forchead dian tribes, and for the contingent expenses of the de-partment, amounted to \$1,866,419. The committee recommended the appropriation of \$1,855,919, which was a necessary reduction. The Secretary had also largely reduced the estimates of the Commissioner of

Mr. LOVEJOY, of Illinois, moved to strike out the ap-Mr. LOVEJOY, of Illinois, moved to strike out the appropriations for the incidental expenses of the Indian service, for making presents of goods and agricultural implements, for the location of the Indians on reservations, for the salaries of the superintendents and Indian agents, &c., in Texas, and the Territories of New Mexico, Oregon, and Washington, which (he said) covered about one-bourth of the amount appropriated by the bill, and for which there were no treaty stipulations.

After a brief debate, and pending the vote on this amendment.

passing through the aperture, struck him on the forchead with such force as literally to scatter his brains on his brother officers around. Thus died, in the midst of friends and peace, by an almost inconceivable hazard, a gallant soldier, who had passed unscathed through a hundred

Mr. STEVENS, of Washington, moved to amend the portion proposed to be stricken out so as to appropriate \$30,000 for the expenses of bringing to the city of Washington, and affording them an opportunity of visiting the principal cities east of the Rocky mountains, delegations of Indians of the different tribes in the Territories of Oro-WASHINGTON CITY.

WEDNESDAY, JANUARY 5; 1859

Business Notice.

As the trainers of the Union establishment, in view of the proposed change in its terms, will be conducted strictly on a cash basis, all agricules for the collection of subscriptions for the Union are shoot-timed. No payments should be made to Agents stee this date, except to Mr. W. C. Lipscomb, ir., who is authorized to make collections in Delaware, Maryland, and Virginia.

Washiveros, March 23, 1865—4f.

THE PACIFIC RAILBOAD SENATE BILLS.

Various projects are now pending before the Senate proposing to make provision for the construction of a railroad from the Mississippi valley to the Pacific. We shall embrace an early occasion to lay the several provisions of those various measures be fore the public. We propose to condense for our readers the leading features of this mammoth measure, and to epitomize the arguments by which it is supported. At present we shall confine our exposition to the scheme which has been submitted to the Senate by the special committee raised by that body on the subject, of which Mr. Gwin, of California is chairman.

The first and second sections of the bill authorize the Fostmaster General to contract for carrying the malls monthly, in twenty-four and twenty-two days, from New York to Sae Francisco, and thence to Astoria. The third and fourth sections give the some officer authority to contract for carrying the mails monthly from New Orleans, by the way of Tchuantepec and Vera Cruz, to connect at that point with the other two lines. The time by these routes, from New Orleans to San Francisco, is to be 17 days. Each contract is to be given to the lowest responsible bidder; those by Fanama and Nicaragua not to exceed \$250,000 cach, and those by Tchuantepec and Vera Cruz not to exceed \$413,000 cach. Until recently we have had but one of these routes opened, and the mails carried on it semi-monthly at an annual cost of about \$750,000. In the last two or three months the mails have been conveyed semi-monthly from New Orleans, via Tchuantepec, The title of this bill is : "To authorize the President of the United States to contract for the transportation of the mails, troops, seamen, munitions of war, army and navy supplies, and all other government service, by railroad from the Missouri river to San Francisco, in the State of California." It is contended that Congress possesses the constitutional power to make contracts for the transportation of the above enumerated objects of the railroad To enable the contractor to prepare a road over which to perform this transportation, it is proposed that Congress shall make certain advances. The first is a bonus of twenty sections of land to the mile on the road. In case the land is sold, then, an equal quantity within forty miles of the road. The mineral lands of California are also excepted from selection. and an equivalent given elsewhere.

This is the maximum rate which the Postmaster General is authorized to pay for this service, and he may get it done for less, for each route is to be let to the lowest responsible bidder. There is no doubt he will be able to get the service performed at these rates. Six years ago responsible parties proposed to carry the mails semi-monthly from New York to San Francisco, via Nicaragua, for \$250,000 per annum, the limit given to the Postmaster General in this bill to pay for monthly service. Eight years ago Congress authorized the monthly service from Pannum to Advise to be changed to seem upoutly. The road is to be divided into sections of twenty five miles, and no land is to be conveyed until one section is completed, when three-fourths of the land pertaining to that section is to be conveyed, and the other fourth reserved by the government as security for the completion of the remainder.

1. As soon as one section of 25 miles is completed the President is required to issue bonds of the United States, bearing interest at the rate of 5 cent., to ann railroad (less than fifty miles in length) \$100,000 for carrying our mails semi-monthly. One-tenth of that sum would be ample compensation for monthly service.

I assume that if Congress directs the Postmaster General to make these contracts no interference in the execution of the law in crossing the isthmus at the points named will be tolerated by this government. By freaties we have the right, and by policy are committed, to keep these routes open, and will be disgraced in the eyes of all civilized nations if we permit the weak and distracted governments that claim jurisdiction over either of them to disturb the transit of our mails. As to the mail to be conveyed via Vera Cruz there can be no difficulty in making an arrangement with Mexico for its secure and uninterrupted transit. We are compelled to have a mail by ocean steamers from New Orleans to Vera Cruz, and the only additional service contemplated by this bill is to connect that mail with the Pacific overland from Vera Cruz, via the city of Mexico, at Acapulco. But if we cannot make such an arrangement with Mexico, the bill requires the mails to be carried semi-monthly, via Tehuantepec, at the same compensation as is now allowed.

The contracts are to be made for five years on each route. I believe at the expiration of that time the transit by the overland mail routes will be so perfected, with the amount of twelve thousand five hundred dollars per mile; but the amount so issued shall not exceed twenty-five millions of dollars. Therefore, before the contractors get any land or money, they must construct and put in operation 25 miles of the road and another 25 miles before they receive any more and so on with each section of the road. In addition to which, they are required to deposit as secarity \$500,000 in United States stocks, which can be withdrawn pro rata as the road progresses. Before the contractor can get either land or money he must spend over a million of dollars in making a section of the road 25 miles long, and so with each section before payment. Thus there is no probabil-

ity of loss on the part of the government. 2. The money thus advanced by the bonds of the government, and interest is to be refunded to the rovernment in transportation, at the ordinary rates, and mail service not exceeding the rate of \$500 road, and we will certainly then have various telegraph lines, that we will need no ocean lines to carry our mails to the Pacific coast. These routes will always continue as commercial lines, and will be used to carry the mails from the United States to the countries they traverse; but they will not be needed to transport mails to the Pacific States of the Union. I propose to use them now merely as auxiliaries to the great overland transit, which should be aided by the whole power of the government. per mile. Thus, as to the money it is to be a loan. And as to the lands the government is to be reimbursed by the increased value and settlement of its remaining public lands in the vicinity of the road. It is claimed that this is not a donation of either land or money, because the money is all to be refunded; and, as to the land, it is only such a disposition as any wise proprietor would make of a part to render what was retained four-fold more valuable than the whole without the road.

3. The lettings are to be advertised, and the contracts given to the lowest bidder by the President.

4. The road is to be completed in ten years. 5. After the expiration of the contract, "said trans portation-postal, military, naval, and for every other government purpose-shall be performed on sud road, under the direction of the proper departreasonable prices, not exceeding the paid on other first-class railroads, to be ascertained by Congress, in the event of a disagreement between the government and the contractors or owners of

said road." 6. The bill contemplates that, after a certain pe Wm. H. Hull, esq., of Georgia, was admitted an attorney and counsellor of this court.

No. 4. The propeller Niagara, &c., Ansel B. Cobb et al., claimants and appellants, vs. Joseph H. Cordes; and No. 5. The propeller Niagara, &c., Ansel R. Cobb et al., claimants and appellants, vs. Lester Sexton et al. Appeals from the district court United States for the district of Wisconsin, Mr. J. viice (Bifford delivered the riol, the road shall be surrendered to the States

through which it passes. 7. In case the contractor fails to comply or violates his contract, then he forfeits all he has done, and his deposits, and the President has a right to relet the work.

opinion of the court, almining the decree of the said dis-tric court in these causes with costs and interest.

No. 22. Thomas Leggett, jr., a al., appellants, vs.
Benjamin G. Humphreys. Appeal from the circuit court United States for the southern district of Mississippi.

Mr. Justice Daniel delivered the opinion of the court, af-firming the decree of the said circuit court in this 8. The contractors are required to sell one half the lands they receive within five years from the date of their patents, and all remaining unsold at the end of ten years is forfeited to the United States. This provision is designed to effectually prevent any land monopoly.

> 9. Two hundred feet are set apart along the road for a highway and telegraph.

These are the main features of the bill. There are many regulations in detail securing the rights of the government and public. It has been prepared by the committee with much labor and care.

10. The contractors within the points named have the power to locate the road. It was supposed that capital would seek the best location, as the public interests and that of the contractors must be necessarily to adopt the most remunerative route. It is one of those cases where the interest of the public and the interests of the capitalists are identical, and in those cases it is always safest to trust to capital for a wise and sound course of policy.

On any of the routes proposed or likely to be adopted the advances of the government in bonds and interest, allowing ten years for the construction of the railroads, would not exceed three millions of dollars per annum. It is contended that that amount can be spared from the treasury without giving the alightest inconvenience to the treasury, or in any way adding perceptibly to the taxation of the country. These bonds have nineteen years to run, and before they fall due it is claimed that it will be refunded in transportation, and a vast amount saved to the government in the reduced rates of mail service and other government transportation. So that, in fact, the road is a measure of economy. and will decrease the rate of taxation and the burdens of the people.

11. It is argued with great confidence and force

that the road would pay; that if will pay in sections, before it is finished through to the Pacific. It will pass over a region where there is even now a large travel. The overland mail coaches cannot even now accommodate one-hundredth part of it on any of the routes. On all of the routes proposed for the railroad, there is a large intermediate country fit for settlement, and which will yield a heavy product for export. As there is no navigation, all this would come on the railroad. It is known that many portions of this country abounds in minerals, which rould be transported on the road.

All the treasure from the Pacific would be trans ported on the road to avoid insurance and perils of the sea. The operations of the roads in Mississippi, and along the Ohio, and in the West generally, sho that they are much better adapted to the transportation of heavy freight than was formerly believed. They are actually superceding river navigation in the transportation of all freights.

If there were a railroad to the Pacific it would carry nearly all the merchandise that now goes round the Horn. The reason is obvious. It would require much less capital to do business, as the merchant could order and receive his supplies in ten days by keep such heavy stocks as at present. Now he is combe railroad would obviate.

It is also claimed that the silks and teas of China tropics and the delays of a long voyage. To avoid pay Paul. the same delay and loss of capital, a large portion of the sperm oil that is now carried by sea would be transported on the road. All the products of the vine, now becoming large in California and New Mexico, would be transported on the road. pertinent speech of Mr. Rice, recently delivered in The magnificent grapes, oranges, limes, figs, and the Senate, on the subject of a Pacific railroad. We olives of Los Angeles would be marketed in New publish to-day the recent speech of Senitor Ward. York and the intermediate cities. The agricultural of Texas, on the same subject, which is equally in roducts of the far West would be poured into the teresting in its facts and views. We also publish ap of the East. The house-wife in the Atlantic the remarks of Dr. Gwin, made yesterday in the cities would see every morning upon her table beef | Senate, on the occasion of introducing a bill proand mutton from the great grama plains of the Rio viding for the mail transportation by the southern

It is urged that an overland railroad would cor rol and throw into new channels the trade of the East, which no nation has ever possessed without

we learn from private sources that subponts have been served upon several planters in Georgia suspected of having purchased portions of the recently landed cargo of the yacht Wanderer. These gentlemen are to appear at Savannsh as witnesses on the trial of the crew of the slaver. We hope that the affair will be rigidly investigated, and that all those who may prove to be directly engaged in the landing of the Africans may meet with the punishment due to their infraction of the law. We candidly confess that when the revival of the African slave trade was first agitated, we were indisposed to condemn the measure with the severity to which we now believe the scheme to be justly entitled. Smarting under a sense of northern injustice, and viewing with mournful feelings scheme to be justly entitled. Smarting under a sense of northern injustice, and viewing with mournful feelings the unequal struggle between a handful of southern heroes and the hordes of northern marauders upon the plains of Kansas, we were at first disposed to give a favorable consideration to any scheme that promised a relief from the numerical inferiority under which we labor in contending with the free-soil hosts. Since then, a mature and careful consideration of the subject has convinced us that the revival of the African slave trade would be a death-blow to the vital interests of the South. We oppose it upon grounds of humanity as well as policy. Not the humanity that causes the hypocritical tears of the Beechers and Sumners of the North; not the humanity that causes the tender hearts of very many of our southern citizens to consider slavery a temporary and near the continuence of the subject of the su humanity that causes the hypocritical tears of the Beechers and Sumners of the North; not the humanity that causes the tender hearts of very many of our southern citizens to consider slavery a temporary and necessary evil; but upon metives of humanity that we derive from a careful consideration of the very foundation of the proposed traffic; from a knowledge of the means that must necessarily be employed in obtaining the negroes that are to be deported to our shores. There are few of our readers that have not had occasion to view with a pitying eye the inevitable separation of the slave mother and son—nay, even the husband and wife. Happilly, such events are of rare occurrence, but are still occasionally to be bewailed. It is currence, but are still occasionally to be bewailed. It is one of the glories and the blessings of our system of labor that these sunderings of the bonds of natural affection are ess frequent in the South than perhaps in any other porless frequent in the South than perhaps in any other por-tion of the globe. For one siave family that is thus rudely dismembered, hundreds of the poorer classes of the North are forced by bitter necessities to separate and go forth singly to rombat the demon of hunger and na-kedness. Family separation is a grievous thing, even when restrained by the kindest and wisest laws that ever protected the laborer. But what would our readers think of the destruction of a whole town by its neighbors in or-less teaching agreement of its jobaldiants? What would of the destruction of a state of the destruction of the destruction of the sinhabitants? What would they think of the alliance of three counties of our State for the purpose of warring upon and conquering a fourth county for the sake of gain? And yet it is by thoughhed country for the sake of gain? Analyst it is ny thousand and fire and rapine that the slave ships of Africa are to be filled. The aborigines of the Guinea coast are not a class civilized and already in servitude. They are not aware of the blessings conferred upon their unfortunate race when made slaves of a superior order of beings. They are aware that the white sallors on the coast will pay a large sum for every sound African, and so each chief is at all time ready to march upon his neighbor, to burn, and destroy, ready to march upon his neighbor, to burn, and destroy, to encounter the desperate resistance of the infuriated brutal fellow negro, to kill huwlreds in the endeavor to capture a dozen, and all for the purpose of furnishing a cargo for the slave ship. That it would be better if every African had a southern master we all admit, better for him in this world and the next. But that it is justifiable to encourage the murder of one hundred Africans in the endeavor to bring a dozen of them under Africans in the endeaver to bring a dezen of them under a master's care is an absurd and inhuman idea. The advocates of the slave trade contend that to bring a cargo of Africans from Congo is precisely the same as to bring the same number from Virginia; and yet in bringing negroes from Virginia we transfer them from the hands of one kind master to those of another, while in the other case we encourage the destruction of three human beings for the gain of the services of one. One is rational, wise, humane, and legal barter; the other is murder. We are not willing to encourage bloodshed, even among

brutish savages, for the aggrandizement of a few ship brutah savages, for the aggrandisement of a few ship owners. We are not willing that those cruelties that we have enuroristed should be carried on in the nam-of the South, and for the estensible behelit of souther, interests. In the name of southern civilization and en-lightenment, we protest against the slave trade and it concenitant horrors. In the name of a flourishing prosperous, and all-powerful southern confederacy of States, we denounce a scheme that is fraught with ever-mischief that can degrade and weaken a nation.

THE GREAT PENSION BILL.

We are not more surprised than gratified to wit ess the strong reprobation which the country is visiting upon the bill which has recently passed the House and is now before the Senate, for pendioning the legions of soldiers whose names adorn the mus ter rolls of the war of 1812; which might be deflore nated a bill for giving a little of the public mone to everybody who will take the trouble to apply for it; and for establishing a perpetual High Tariff The public reprobation of the project is general and indignant, and it is so in quarters where we did not expect to witness so decided a demonstration of feeling against a measure which everybody here believed was to take by storm the popular affections The sums proposed to be annually abstracted by this measure from the public treasury are variously estirailroad. It would, therefore, not be required to mated at from three to thirty millions, all of which must of course be derived from an increase of the nelled to pay interest on a six-months voyage, which tariff. It is no other than a measure for taxing all the people for the purpose of giving some of them pensions from the public purse. It rivals in wisould go on the railroad to avoid damages in the dom and economy the policy of robbing Peter to

SPEECHES OF SENATORS RICE, WARD, AND GWIN

We published yesterday the brief but lucid and routes to California

FROM OUR OWN CORRESPONDENT.

New York, Jan. 2, 1859.

trol and throw into new channels the trade of the East, which no mation has ever possessed without making rapid progress in commerce and wealth. The tropies are unfriendly to the transportation of the products of China. No isthmus route can ever compete with a radroad from San Francisco or Puget. Sound to the Atlantic. Such a road is destined to control this trade. If it is not speedily commenced by our government on the soil of the United States, it will be constructed on English ground by the British government. With such a road, and her present foot-hold in the East, she would drive our ships from the Chinese ports and monopolize an employed threaten and control our possessions on the Pacific, we should have no adequate means of succor of the fence. This subject will not brook further delay, in view of the urgent and mighty national interests which hang on the Pacific railroad.

THE SLAVE TRADE AT THE SOUTH.

The Montgomery Advertiser, a paper known as the organ of the "Southern League," and of all the restless spirits in the southern section of the Union, make war upon Cuba under the fillibuster flag, and plant "young American" institutions in all Mexico and Central America—whose principle of warfare is hostility to the integrity of their own government and the ruling authorities in all other nations—the Montgomery Advertiser, we say, cannot canction the importation of savage, cannibal, and bestial Africans into the bosom of southern society. We copy from the Advertiser:

We learn from private sources that subpents hoseing the subscience of the resolutions reproduced to the regulator of the regulator. And the importation of savage, cannibal, and bestial Africans into the bosom of southern society. We copy from the Advertiser:

We learn from private sources that subpents have been served upon several planters in Georgia target of particular to the product of the control of the Cincer for the Tammany and society of the control of the Cincer for the Tammany and the organization, and the importation of savage,

chant prince to the number scansardes. Evaluating the a table, ' and everybody wished everybody a "Happy New Year,' and discoursed cloquently on the weather. The mayor had a levee from 10 to 12 o'clock at the City Hall, which was numerously attended by our most prominent citizens. The new county officers were sworn in and took possession of their different offices, and doubtless found this the most agreeable "call" they could make. The comptroller takes his seat to-morrow, and both branches of the new common council will meet and organize on the same day. It is almost certain that Alderman McSpedon will be elected president of the board of aldermen, vice John Clancy, elected county clerk. George N. Sanders gave a bandsome entertainment on Friday night in honor of Speaker Orr. Most of our best-known politicians and most preminent citizens, together with a number of distinguished strangers, were present, and welcomed the birth of the New Year in a most loyous manner.

AMERICAN LEGATION AT ROME.

We learn by a letter from Rome that on the 28th o ovember Mr. Cass, who has been for some years the American Minister at that place, took leave of the Popo and presented Mr. Stockton as his successor. Upon this occasion the Pope expressed very kind personal feelings towards Mr. Cass, and as a testimonial of his regard he sent him the next day a magnificent marble bust of

Skatika Incicent.—Forty Boston policemen visited the Black bay to put a stop to skating in that locality on last Sunday. The five was cleared in a moment, with a single exception. One unterrified individual boldly refused to yield, and set at naught all devices to secure him. He skated like the wind, and favored the helpless officials with an eccentric series of rare and brilliant evolutions. Like the Irishman's flea, of familiar memory, he was not where you thought he was. Finally, after repeated unsuccesful attempts to accomplish their purpose, a line was formed, and "terrible as an army with bauners," the "blue and gold" dignitaries marched down upon the defiant skater. He was trapped; thirty were more than a match for one; but, just at the point of accuring him, after executing one of his most rapid and bewildering exploits, he dashed through the advancing line, and was safe. Loud applause greeted the discomfiture of the police."

The Wurat.—We are informed that the growing wheat

THE WHEAT.-We are informed that the gr In this section of country is, at this time, looking generally very well—uncommonly so. This is no "sign," however, of what it will be in "harvest time."